

CHRONICLE AND DIRECTORY
1887. **THE CHRONICLE AND DIRECTORY**
FOR 1887.
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THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE).
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out, 12 miles of the road—much of which
followed a highway—was laid out with grades
of 284 ft. per mile and curves of 43 miles,
but the worst gradient is now 138 ft. per
mile, and, with four exceptions, the worst
curves are now 70 ft. radius. The cost of the
whole line, 51 miles long, has been 2,900,000
rupees, which, at the present rate of ex-
change, is about equal to \$19,100 per
mile. As this includes rolling stock, and
44 miles of the whole line are in the moun-
tains, this figure is very moderate. The last
dividend paid was at the rate of 17 per cent.
per annum. The locomotives have 10 in. by
14 in. cylinders and weigh 24,000 lb. in
working order, with tank containing 390
gallons of water. It is proposed to use twin
engines, coupled back to back. The freight
cars weigh 2,000 lb. and carry 8,000 lb. The
passenger cars vary in weight from 900 lb.
to 2,400 lb., the diameter of the wheels being
18 in. The line has four loops or spirals,
and five reverses or switchbacks. The
maximum super-elevation of the outer
rail is 2 1/2 in. The traffic for over five
years was worked round a curve of 42 1/2
feet radius, extending over more than a
half circle, on a gradient of 163 ft. per mile.
We are not aware whether the Darjeeling
Railway has much goods traffic, but its
passenger traffic is considerable. A line
round Hongkong would merely connect the
villages with the city, and at first its passenger
traffic would necessarily be small, while
the three would need to be low to induce the
Chinese to make use of it. It will be re-
membered that the little Wooning Railway
paid, although it led, comparatively speaking,
to nowhere, and had little goods traffic.

But that line was laid over a country as
level as a billiard table, and it will hardly
serve either as a comparison or guide.

The value of San Francisco imports from
China and Hongkong for the first six months
of the present year was \$3,653,150 as against
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last year.

The body of a Chinese male adult was found
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The American ship *Great Admiral* arrived
yesterday at Hongkong, on her passage from
Hongkong to San Francisco, twenty-eight days
out; and also that she had encountered two
typhoons during that time, and had put into
Shanghai for repairs. The vessel was slightly
damaged by the typhoon, but she is now being
repaired by the ship's tender, and will be ready
for service in a few days.

As we have intimated, however, the ob-
jection to the project is the almost certainty
that it could not be made to pay interest on
capital. Of course if the line were made
primarily for Imperial purposes—those of
defence—or with a view to open up the out-
lying districts for settlement or use of any
kind this might not be such a vital con-
sideration. Or it might be possible for the
Company making the line to get compensation
in the shape of grants of land from the
Government along its route, which they
could subsequently realize at a profit, the
railway might perhaps be made to pay for
its cost, and the traffic yield sufficient for
expenses of working and of upkeep. How-
ever, in the absence of any figures or
estimates whatever, this is a matter on
which we can hardly speculate. There may
be persons sanguine enough even to ex-
pect such a railway to eventually prove a
good paying enterprise, and of course as
it is impossible to say to what dimensions
the population of the Colony may at-
tain, it might be rash to assert that the
project could not prove remunerative. Some
faint idea of the cost may perhaps be gleaned
by a comparison with the cost of the Darjeeling
Railway, to which we have some fig-
ures before us taken from an engineering
journal. The proposed Hongkong line, like
the Darjeeling railway, would be of gauge
of narrow gauge and light construction.
The former would, however, be about half
the length of the Darjeeling line, and
the engineering difficulties would bear
no comparison with those encountered in
making the latter. "The Darjeeling
Railway," which is of 2 1/2 ft. gauge,
climbs the lower slopes of the Him-
alayas, and connects the great plain of Bengal
with the mountain sanitarium, Darjeeling.
The line is 6,919 ft. in 40 1/2 miles, an average
rise of nearly 172 ft. per mile. In this dis-
tance 161 miles are on a continuous average
grade of 182 ft. per mile. As originally laid

During the gale on the evening of the 16th
ultimo, the *Gazette* says, the Japanese
torpedo boat, *Yokohama*, was wrecked off Wa-
takura, near Yokohama, and twenty persons on
board six were drowned. The others were se-
verely injured by being dashed against the rocks.

The Japan Mail of the 8th inst. says:—The
Hon. Sir Francis and Lady Plunkett and the
Misses Plunkett left Tokyo by the 145 A.M.
train on the 7th inst., and, proceeding to Yokohama,
embarked in the Canadian Pacific Com-
pany's steamer *Parthia*, which sailed at a little
after noon. They were met at the Tokyo
terminus by a very large assembly, including
their Excellencies the Ministers of State for
Foreign Affairs, Justice, and Home Affairs,
Princes Iwakura, Viscount Watanabe, President
of the Imperial University, Count and Countess
of the Order of the Rising Sun, and the members of
the Foreign Corps Diplomatic now in the capital,
nearly the whole foreign community of Tokyo,
and a number of Japanese officials of various
rank. Many of the Japanese officials were
in uniform, and a considerable party accom-
panied the returning Minister and Lady Plunkett
to Yokohama, special accommodation having been
thoroughly provided in the train for the return
journey. On the afternoon of the 8th inst., the
Hon. Sir Francis and Lady Plunkett were re-
ceived by the Prefect of Kanagawa, and several officials
of the Prefecture, as well as by the members of
the Consular Corps, and the Japanese officials of
the Consulate General, who were assembled at the
place of embarkation, on the ladies not shrink-
ing from the great heat of the mid-day sun.
Official carriages were in waiting to convey
the Hon. Sir Francis and Lady Plunkett to the
Hotel, and there a quiet little fleet of steam
launches and boats were required to accom-
modate the numerous ladies-in-waiting, Japanese,
foreign, and British, who accompanied the
Hon. Sir Francis and Lady Plunkett to the
University, the Prefect of Kanagawa, and many
other notables who accompanied Sir Francis
and Lady Plunkett to the ship. It was
the intention of the Hon. Sir Francis and
Lady Plunkett to spend the night at the
Consulate General, and to leave for Yokohama
on the morning of the 9th inst. The Hon. Sir
Francis and Lady Plunkett will be in the
city of Yokohama for a few days, and will
have had the good fortune to make their re-
cognition.

Since 1880 the number of Chinese bodies dis-
interred at San Francisco and returned to China
has been 28, 1883-84, 52; 1884-85, 235; 1885-86, 311.
At present there is much activity in the
work, which is that explained by the
Bureau. Naturally, the Chinese are not
satisfied with the present state of affairs, and
are endeavoring to secure better treatment
for their dead. A large number of
bodies have been buried in the old Chinese
cemetery, and a number of others have been
buried in the new cemetery. The Chinese
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1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

